The New-York Times.

VOL. XXI.....NO. 6396. NEW-YORK, WEDNESDAY, MARCH 20, 1872. PRICE FOUR CENTS.

AFFAIRS IN WASHINGTON.

Interesting Testimony in the Arms Investigation.

When Remington & Son's French Agency Began.

Mr. Murphy Again Cross-Examined by Senator Bayard.

Judge Davis Denies the Labor Reform Letter of Acceptance.

The Pacific Mail Subsidy Again Before the House.

Special Dispatch to the New-York Times.

WASHINGTON, March 19.—The Senate spent to-day upon the Chicago Relief bill, without coming to a vote to the bill itself. A proposition was made for a substitute which should give \$400,000 direct from the Treasury. The vote upon it was taken in a very thin Senate and, it was defeated by 14 to 29. The Senators from Michigan and Wisconsin will make try to have the bill amended so as to extend to the places in those two States which were burned the same privileges as to Chicago. The struggle is very sharp, and the prospects are varying. The subject will probably be settled to-morrow.

WORK OF COMMITTEES.

The Commerce Committee of the House today decided to report favorably on a bill to charter the Atlantic Commercial Company, and also the bill to incorporate the Loomis Aerial Telegraph Company. Mr. TAFFE, of Nebraska, Chairman of the Committee on Territories, will in a few days introduce in the House a bill to admit all the Indians citizens of the United States.

JUDGE DAVIS AND LABOR.

Mr. Justice DAVID DAVIS denies that he has written a letter accepting the Labor Reform nomination, and pronounces what purported to be a skips of such letter, telegraphed from there a day or two ago, a forgery. It is understood to be concocted by S. P. CUMMINGS and the same reporter who manufactured a fictitious correspondence between Mr. FISK and Minister SCHENCK. It is not unlikely that the letter is Miss this time that Justice DAVIS intended to write, and may yet write, as CUMMINGS has tends to have been confidentially informed of his purposes.

THE GLOBE CONTRACTS.

The Globe publishers got their pay not in the Globe notes, but in a way which prohibits to depiste them of the profitable contract in the future. The bill came up immediately after an ambiguous Amendments were offered by Gen. COBURN, Mr. ANDREW and others, which Mr. KELLEY refused to their read for the information of the House. The opponents of the bill thereupon began to filibuster, and succeeded so well that Kelley reported the amendments and blinded them, and amendments to be voted upon. Gen. COBURN moved to substitute \$400,000 to be paid the Globe proprietors for the work of the Forty-second Congress. This was lost, Ayes 109 to 121; Mr. Kelley's report was adopted, and will subvert this stipulation. The Globe people are raging. The subject will probably be settled to-morrow.

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THE PACIFIC MAIL SUBSIDY.

The Pacific Mail subsidy was up this morning again today in the House, and debate began, by the consent of Mr. KELLEY, who reported the bill. The debate was chiefly consumed by the opponents of the measure, Mr. FINKELNBURG, making the most effective speech against it. At the end of the hour a struggle was made for more time for discussion, pending which the House adjourned. The chances are that the bill will be passed, as the opponents have not made any progress in any. The prospect of the adoption of the subsidy section, however, is not flattering. Efforts will be made to-morrow to amend the section so that the Postmaster-General, Messrs. BAYARD, of Maryland, and WOODWARD, of New-York.

Dispatch to the Associated Press.

The following exhibit of our exports and imports of specie and bullion during the calendar year 1871, furnished by the Bureau of Statistics. The Values are all estimated in gold:

[Table illegible]

It will be seen out of view our imports and exports of foreign specie and bullion and regard our exports of domestic specie and bullion as we would cattle, cotton, or any other product of our skill and industry, the account will stand as follows:

[Table illegible]

The foreign specie and bullion account stands as follows:

[Table illegible]

BRITISH-AMERICAN BOUNDARY.

The President today signed the act of Congress providing the survey and marking of the boundary between the territory of the United States and the possessions of Great Britain from the Lake of the Woods to the summits of the Rocky Mountains.

REFERRED TO PEACE.

The President, today, sent to the Senate the nomination of FRANCIS THOMAS, of Maryland, to be Minister Resident and Consul-General to Hayti, and Minister Plenipotentiary to Peru.

NOMINATIONS WITHDRAWN.

The President also to-day received today a message withdrawing all the large number of nominations sent in by him to the Senate, which were pending in the Committee on Commerce, Department, which have been pending for some time, the object being, it is understood, to avoid further consideration of the legal questions involved.

THE KELLEY ACT IN THE SUPREME COURT.

The Supreme Court of the United States took up with the argument today the case of the United States against AVERY and others, on a certificate of division of opinion in the Circuit Court for the District of South Carolina. The case arose in 1868, and grows out of frauds committed under that act of May 31, 1830, to enforce the rights of citizens of the United States to vote in the several States; and, in this case, the defendants are the Supervisors of Election, who refused to receive the votes of certain persons offering to vote at the election of JOHN WILLIAMS, who is now holding a seat in Congress. Messrs. Hoar and Ashley, for the defendants, argued that the Constitution of the United States, so far as it confers any right in the enactment, and vests the offense cognizable by the Courts, and these questions were certified to the Court. The argument will be continued to-day.

The Court also announced that it would not hear arguments in the case of the Commercial Insurance Company, of Cincinnati, against the Government, unless the facts are given, but it is not certain when will be argued.

NAVAL ORDERS.

Lieut.-Commander ARTHUR KAUFM has been ordered to duty as fleet-lieutenant of the European Squadron; Lieut.-Commander Henry Mayo, to the Naval Academy; Lieut.-Commander Augustus Mayo, to the Naval Academy; Lieut.-Commander Augustus Mayo, to the Naval Academy, and placed on waiting orders; Mate

THE ARMS INVESTIGATION.

Special Dispatch to the New-York Times.

WASHINGTON, March 19.—In the senate, investigation today, Mr. SQUIER was cross-examined for seven an hours by Mr. SCHURZ, without finishing his testimony of yesterday, regarding the secrecy of REMINGTON & Sons for the French Government. This testimony, showing that the secrecy, so long did not begin until six weeks after sales to them had been stopped, is regarded here as a complete collapse of the whole case, since if the secrecy desired for ascertained facts investing him of the questions of relations of contract obligation. Mr. SCHURZ also questioned Mr. SQUIER very closely as to whether any Government officer was in anywise interested in their transactions with the Government, and Mr. SQUIER testified in the most positive manner that there was not. Mr. SCHURZ has asked a great many leading questions about the business of the REMINGTON Company, and as to transfers of their stock, the result of all of which seems thus far to find no evidence of any kind whatever that Mr. SQUIER was very closely identified with the REMINGTONS, and has shown that the members of the Remington Company, whatever may be their own estimate of themselves, are above the standard of accepting to corrupt Government officers. The balance of Mr. SQUIER'S testimony relating to the manner in which their procuring arms for the Government refused to recognize them, has been heretofore given in full in the TIMES.

The next witness examined will be the owner of some of the ingenious who designed the arms for the Government on the various docks and [illegible]

Dispatch to the Associated Press.

WASHINGTON, March 19.—The examination of W. C. SQUIER was resumed before the Senate Arms Committee to-day. He testified that the profit made between the French Government and REMINGTON & SONS was the allowance of the latter of five per cent. Commission for whatever arms they bought. Judging from all the facts, witness inferred that REMINGTON & Sons were commission merchants and not owners for the French Government in the technical sense. He was asked, What was the purpose of his showing to Gen. DYER the dispatch of the 18th of October, 1870, from which he clearly inferred that REMINGTON & Sons were agents of the French Government, to which question he replied that he wanted to convince Gen. DYER there was no reason for delay in making the sales, so as to allow private parties to obtain the gunpowder necessary for the arms at once. After the order was issued that no more arms were to be sold to them, he had no objection that he communicated with REMINGTON & Sons, saying that he expected that the order [illegible] [illegible] [illegible]

NEW PUBLICATIONS.

MEMOIR OF ROBERT CHAMBERS. With Autobiography and Reminiscences of William Chambers. New-York: SCRIBNER, ARMSTRONG & Co.

This modest volume is one of the most remarkable of its class which the appproval for years. It is full of lessons of practical wisdom, all the more valuable because they are drawn from a homely and

The two brothers of whom it speaks were born in Peebles, Scotland, the sons of a respectable but poor weaver. They received a plain education at their native town, and then went to Edinburgh, William to learn the bookseller's trade with such entire frankness of heart and conscientiousness of purpose that his employer became his friend and counselor, and the brothers, when they had established themselves in business, were always ready to help each other in every way. Robert, the younger, was the author, and William the publisher, and the success of their joint undertakings was due to the harmony and mutual confidence which existed between them. The story of their lives is told in the simplest manner, but it is full of interest, and will be read with pleasure by all who love to see honest and manly purpose crowned with success. The brothers were both men of strong character, and their lives are worthy of study by young men who are starting in life. The book is well printed, and contains a number of illustrations.

"Chambers's Journal" was established by the brothers in 1832, and was for many years the only cheap publication of the kind in Great Britain. It was started in a small room in the back part of a house in High-street, Edinburgh, and for the first few months the sales were very small. Robert Chambers was the author of most of the articles, and he wrote with great rapidity, often composing as he set the type. He was a man of extraordinary industry and perseverance, and he and his brother worked early and late to make the publication a success. They succeeded, and in a few years the Journal had a large circulation, and was known throughout the English-speaking world. Robert Chambers was the author of many valuable books, and his "Book of Days" is a mine of curious information. He died in 1871, and his brother William survived him seven years. The Journal is still published by the firm, and is one of the most successful periodicals in Great Britain.

The memoir is written by Robert Chambers's daughter, Anne Kirkpatrick, who has performed her task with excellent judgment and good taste. She has given us a very interesting account of the early days of the publishing house, and has told the story of the lives of the brothers in a manner which will please all readers. The book is illustrated with portraits of the brothers and their parents, and with views of the houses in which they lived. It is a valuable addition to the literature of self-help, and should be read by every young man who is starting in life.

"Chambers's Journal" is still published in London, and is one of the most successful periodicals of the day. It is edited with great ability, and is always bright and interesting. Many of the most popular writers of the day have been contributors to its columns, and it has always been a favorite with the public. The Messrs. Chambers have also published a number of valuable books of reference, and their "Encyclopædia of English Literature" is one of the most useful works of the kind ever published. The firm has been very successful, and has done much to elevate the character of literature. The memoir of the brothers is a valuable addition to the literature of self-help, and should be read by every young man who is starting in life.

"THE STORY OF THE GUNS." By JOHN HOLLAND and ROBERT MURRAY. New-York: SCRIBNER, ARMSTRONG & Co.

The history of the gun is the history of the progress of civilization, and the story of the various inventions which have been made for the destruction of human life is full of interest. The authors of this book have told the story in a very clear and readable manner, and have given a large amount of information which will be found useful by those who are interested in the subject. The book is well printed, and contains a number of illustrations, which add much to the value of the work.

"THE CHRISTIAN YEAR." Illustrated Edition. New-York: SCRIBNER, ARMSTRONG & Co.

This edition of Keble's well-known poems is printed in large type, and is illustrated with a number of engravings on wood. The pictures are not of a very high order of merit, and the publishers would have done better if they had left them out. The type is clear, and the book is well printed on good paper

SUPREME COURT—SPECIAL TERM—MAIN H

SUPREME COURT—CIRCUIT—PART II—

SUPERIOR COURT—TRIAL TERM—PART II—

MARINE COURT—TRIAL TERM—PART I—

COMMON PLEAS—TRIAL TERM—PART II—

COURT CALENDARS—THIS DAY.

FOREIGN MARKETS.

MARINE BULLETIN.

BUSINESS CHANCES.

FURNITURE.

GROCERIES, &c.

PROPOSALS.

COPARTNERSHIP NOTICES.

FRENCH ADVERTISEMENTS.

SITUATIONS WANTED.

HELP WANTED.

AUCTION SALES.

MISCELLANEOUS.

MARBLE MANTELS.

GAS FIXTURES, &c.

BRUSHES, &c.

The New York Times.

NEW-YORK, WEDNESDAY, MAY 30, 1877.

ACADEMY OF MUSIC—Nos. 14, 16, 18 and 20 East Fourteenth-st., between Fourth-ave. and Broadway.—ITALIAN OPERA—Evening at 8.

BOOTH'S THEATRE—23d-st., near Sixth-ave.—ENGLISH OPERA—Evening at 8.

BROOKLYN THEATRE—Fulton-st., between Ashland-pl. and Rockwell-pl.—VARIETY—Evening at 8.

BUTLER'S VARIETY THEATRE—Nos. 201 and 203 Bowery.—VARIETY—Evening at 8.

CENTRAL PARK GARDEN—In Central Park, near Fifth-ave. and Seventy-second-st.—MUSICAL ENTERTAINMENT—Afternoon and Evening.

CHRISTY AND WILSON'S MINSTRELS—Academy of Music building, Fourteenth-st.—MINSTRELSY—Evening at 8.

COMIQUE THEATRE—No. 514 Broadway.—VARIETY—Evening at 8.

DODWORTH HALL—Fifth-ave., corner Eighth-st.—MUSICAL ENTERTAINMENT—Evening at 8.

EDEN MUSEE—No. 55 West Fourteenth-st.—WAX FIGURES—Day and Evening.

GERMANIA THEATRE—Bowery, corner Houston-st.—GERMAN DRAMA—Evening at 8.

GILMORE'S GARDEN—Fifth-ave., Forty-first-st. and Forty-second-st.—MUSICAL ENTERTAINMENT—Afternoon and Evening.

GRAND OPERA-HOUSE—Eighth-ave., corner Twenty-third-st.—VARIETY—Evening at 8.

HARRIGAN'S THEATRE—No. 514 Broadway.—VARIETY—Evening at 8.

HAVERLY'S THEATRE—Broadway, corner Eighth-st.—COMIC OPERA—Evening at 8.

HOOLEY'S OPERA-HOUSE—Fulton-st., Nos. 325 and 327.—MINSTRELSY—Evening at 8.

HOOLEY'S THEATRE—Montague-st., Brooklyn.—VARIETY—Evening at 8.

LINCOLN HALL—Fifth-ave., corner Sixteenth-st.—MUSICAL ENTERTAINMENT—Evening at 8.

MADISON SQUARE THEATRE—Broadway, corner Twenty-fourth-st.—COMEDY—Evening at 8.

OLYMPIC THEATRE—Broadway, corner Houston-st.—VARIETY—Evening at 8.

PARK THEATRE—Broadway, corner Thirty-fifth-st.—COMEDY—Evening at 8.

PIKE'S OPERA-HOUSE—Fifth-ave., corner Twenty-third-st.—VARIETY—Evening at 8.

STANDARD THEATRE—No. 728 Broadway.—VARIETY—Evening at 8.

ST. JAMES' THEATRE—Fifth-ave., corner Twenty-sixth-st.—COMEDY—Evening at 8.

TONY PASTOR'S OPERA-HOUSE—No. 201 Bowery.—VARIETY—Evening at 8.

TRIPLER HALL—Fifth-ave., corner Thirty-fourth-st.—MUSICAL ENTERTAINMENT—Evening at 8.

UNION SQUARE THEATRE—Broadway, corner Fourteenth-st.—COMEDY—Evening at 8.

WOOD'S MUSEUM—Broadway, corner Thirtieth-st.—DRAMATIC PERFORMANCES AND A CIRCUS—Afternoon and Evening.

Mr. Thurman's bill for localizing each of the State Supreme Courts, Chamberlain Palmer, Corporation Counsel O'Gorman, and Corporation-Attorney Peters, comes before Albany Assembly to-day. We trust that no time will be wasted over the discussion of a measure which ought to have been passed before Albany adjourned at all. The reform is one which has been pressed upon the Legislature by the Bar Association of this city, by the Chamber of Commerce, by the Board of Trade and Transportation, by the Produce Exchange, by the Mercantile Association, by the Real Estate Exchange, by the Maritime Association, by the Board of Underwriters, by the Cotton Exchange, by the Coffee Exchange, by the Petroleum Exchange, by the Maritime Exchange, by the Lumber Exchange, by the Metal Exchange, by the Importers' and Grocers' Exchange, by the Dry Goods Exchange, by the Consignees' Association, by the Shipowners' Association, by the Custom-House Brokers' Association, by the Cotton Association, by the Coffee Association, by the Petroleum Association, by the Maritime Association, by the Board of Underwriters

JUDGE BARNARD.

Important Evidence Obtained by the Judiciary Committee Yesterday.

What Bankers Think of the Corrupt Judge—American Securities Damaged Abroad—Why the Tolen Pennie Railroad Fell—$50,000 — The Records Office Investigated.

The Judiciary Committee resumed their investigation into the charges against Judge BARNARD, yesterday, at the Fifth-avenue Hotel. Yesterday's session, proved to have been the most important of their session, as, in addition to the Barnard inquiry, a sub-committee met in the Registry office to inquire into the alleged abuses of that office. Judge BARNARD was present during the whole of the session, lasting from 10½ A. M. until near midnight. The cross-examination of Mr. HORACE CLARK proved very interesting and interesting, and evidently had a marked effect upon the Committee. Judge BARNARD gave way to much excitement on several occasions, and was observed to be very restless and anxious, and almost totally devoid of his usual "sang froid."

The first witness called was Mr. JOHN VAN NORTWICK, banker. He was examined in relation to the depressing effect the present corrupt Judiciary had upon the value of American securities abroad. The witness, in the course of his testimony, stated that he had sent 60,000 shares of the Erie Railroad stock to the office of the Company to be registered. At the same time he had lot 6000 shares, amounting in par value to $600,000, in prospect, which certain stock-holders whom he represented. The Erie Company refused to register these shares, and in consequence his firm commenced a suit against the Company, which was tried before Judge BARNARD, who appointed a receiver for the shares. Witness further testified that the appointment of a receiver was premised to the interests of himself and clients, and that on the appointment of this receiver Judge BARNARD was unduly influenced. The witness related the subsequent litigation that occurred in his endeavors to recover these shares, in all of which he said that Judge BARNARD had acted unfairly and unjustly. In cross-examination the witness repeated the first portion of his testimony, and was even more emphatic in expressing his opinion as to the disastrous effect the corrupt Judiciary of this City had upon American securities of all kinds in foreign markets.

Mr. GEORGE OPDYKE was next called and examined in relation to the same matter. He stated that as a dealer in foreign and American securities he was competent to testify to the evil of New-York Judicial corruption upon them, and from his own personal experience was able to state that the effect in Europe was of the most baneful description, and was the principal reason for the depression of a very large amount of European capital.

In cross-examination the following evidence was elicited:

Q.—In your opinion, Mr. OPDYKE, has the reputation of the Judiciary of the City of New-York any bad effect or influence on foreign investments in American securities? A.—I am convinced that in nearly every portion of Europe, and in England especially, the evil reputation of the Judiciary of New-York has extended, and, in consequence, has largely injured the sale and value of our securities.

Mr. LEONARD HERSETTE, an Ex-Judge of Brooklyn, was next called and examined in reference to the eighth on the list of charges against Judge BARNARD, viz.: "For using vulgar and abusive language to witnessed and members of the Bar, while he was on the Bench." Mr. BURDETT, in the course of his testimony, stated that Judge BARNARD was frequently in his presence, and heard him use abusive language, and instanced one particular case which occurred in 1871, where in a divorce suit tried before him, Judge BARNARD had been guilty of making obscene remarks in reference to one of the witnesses. Another case the witness mentioned which occurred in 1870, where upon an order being presented to him by an attorney during business hours, BARNARD rose from his seat with the remark, "I'll be d—d if I sign another order this day."

The witness was then closely cross-examined by Mr. COUTER, and admitted that BARNARD was always very ready to make reparation to any member of the Bar that he might have insulted. He further stated that from his own knowledge he could not say that he believed Judge BARNARD to be a corrupt Judge or even to have given a decision in any suit from corrupt motives.

Mr. NEHEMIAH MILLARD was next called and examined in reference to the suit of STRAM vs. The Erie Railroad, where an injunction was granted to restrain the transfer of certain stock in the railroad belonging to the plaintiff by Judge BARNARD. The witness stated that he had acted as counsel for Mr. STRAM, and that he had had no understanding with either FISK or GOULD as to the carrying on of the case, but that he thought Judge BARNARD had improperly granted this injunction, which was subsequently dissolved by Judge BARNARD.

Mr. CHARLES CLARK, President of the Union Pacific Railroad Company, was the next witness, and the testimony proved to be of great importance. He was first questioned as to his connection with railroads in this country, and stated that he was a director in both the New-Haven and Harlem Railroads, and also in the New-York Central; he was likewise a Trustee of the Ohio and Mississippi and Michigan Central, and all the branches from the South; a director in the Ohio and Mississippi Railroad, and President of the Union Pacific, besides being largely interested in other corporations. At the last meeting of the Board of Directors, in Boston, held a week or a fortnight ago, he was chosen President of the Union Pacific, and at that meeting the question of removing the office of the Union Pacific Railroad back to New-York was considered. The following question was then put:

Q.—Why was the office of the Union Pacific Railroad removed from New-York to Boston? A.—Because of the want of protection accorded to it by the Courts of this City, and more particularly on account of the appointment of receivers by Judge BARNARD, who were given the power to take away the books and papers of the Company.

Q.—Did you seek any remedy for this persecution? A.—Yes; I was requested by the Company to appeal to the Legislature of the State of New-York to have the laws regarding injunctions, and the appointments of receivers on ex parte applications, changed, it being the opinion of the directors that, should such change take place, New-York, as the great commercial centre of the country, was the proper place for the headquarters of the Company.

Q.—What was the nature of action you pursued in order to effect that change? A.—I presented resolutions passed by the Board of Directors, to the Speaker of the Assembly. (Copies of these resolutions were here placed in the hands of the Committee.)

Q.—What have you heard in reference to certain statements made from time to time by Union Pacific Railroad bulls you became a director? A.—I heard, and believed, that there was a general and deep-rooted feeling of insecurity, not only in the Judiciary of this City, but in the Legislature itself, and that until proper safeguards were adopted to protect the property of railroad companies from the orders of Courts, and the appointment of receivers, other companies besides the Union Pacific would seek other places rather than New-York for their head-quarters.

Q.—Has any money, to your knowledge, been paid, by the former Board of Directors for the purpose of "settling" various suits which have been pending against the Union Pacific Railroad, or within your knowledge has any "hush money" been paid out for such purpose? A.—Upon questioning the Directors I find that they have paid $50,000 upon the settlement of certain difficulties which arose in New-York; the money was paid by Mr. JOHN J. CISCO, formerly Sub-Treasurer of the United States, to Mr. WILLIAM FULLERTON as representing somebody; who that somebody is I cannot tell.

Q.—Did you ever hear that any portion of this money went to Judge BARNARD? A.—I never heard that Judge BARNARD received any portion of the money, nor have I any reason to suppose that he did; I only know that the sum of $50,000 was paid by the directors to Judge FULLERTON, and how he disposed of the money I cannot tell.

Mr. HOWARD here rose from his seat in a apparent heat, and in a very excited and boisterous manner demanded that the Committee should issue subpœnas compelling all persons who had stated that he or ever received a portion of this money, and that they should be compelled as examination on the subject. He insisted also that it was the first time he had ever heard of the transaction, and that he was in this Committee unjustly stated that as soon as the proper occasion was developed those persons would be summoned and examined upon the subject.

The examination of Mr. CLARK was then resumed.

Q.—What is your opinion, and is this general opinion, in relation to Judge CHARLES? A.—In my opinion, all the lawyers themselves are as much in blame as the Judges; the people are also to blame; I believe the elective system and the frequency of test in the extension and even the adoption of the Code of 1848, which adopted law and equity principles, and took away our landmarks and precedents, and left the whole matter to equity, and rendered the Judiciary responsible until now there was nearly an entire disorganization of law and justice; I recommend that laws be enacted which will prevent incompetent men as receivers, and which will secure more accurately the interests of litigants, rather than the present unfortunate system of the Courts of Justice and the Legislature of the State.

Mr. CHARLES F. TRACY was then called and examined in reference to various proceedings of the Union Pacific Railroad, wherein receivers were appointed, and which proceedings were removed to the United States Court. Mr. TRACY was [illegible] Judge BARNARD's decision in regard to his having appointed receivers. He stated that he had not acted as counsel for Mr. FISK or GOULD in the carrying on of the case, but that he thought Judge BARNARD had improperly granted this injunction, which was subsequently dissolved by Judge BLATCHFORD.

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REAL ESTATE TRANSACTIONS.

The business transacted at the Exchange yesterday, March 13, was of a very interesting nature, the amount of real estate disposed of bonded both in the City and Brooklyn, being very large, and the prices realized, to a great extent, satisfactory. The attendance was large and the bidding spirited, and the interest manifested throughout the sales decided in its character. Nearly all the property offered was sold. The following is a review of the transactions:

MULLER, WILKINS & CO. disposed the most important transaction of the day in the sale at public auction of the valuable business and manufacturing property located in Seventh-st., fronting on the East River, between the Harlem and Wallabout Parties, and known as the Waterfront estate of A. E. G. Rand & Co. The land sold has a frontage on the river of 400 feet, and extends back to Furman-street, the average depth being 200 feet, while the entire area is equal to forty-one lots, four of which have already been graded upon the premises, and the piers, bulkheads, &c., completed upon the same, and in good order. The lot on the property was disposed of subject to the water rights and other purchases, all the water front and other purchases, all the water rights being sold in fee, and the entire property offered in small or large parcels, as desired, and sold entirely at auction by Mr. RICHARD PATRICK, President of the Bank of the State of New-York. The property must be taken under Messrs. MULLER & CO.'s public auction, also sold the following New-York property: Twenty-two building lots, situated on Third-avenue, One Hundred and Eighth and One Hundred and Ninth streets, south of the new Avenue of the Boulevard, each on the streets named in the rear, sold together in one parcel for $2,475 per lot, or $54,450 for the 22; and lot 19.50 and 100.5, by L. J. PHILLIPS. Also, a plot of ground, located on the south-west corner of Avenue C and East Twelfth-street, in size 75.5 by 92, with three brick factory buildings upon the same, sold for $65,000; purchased by W. J. Loew. To these Messrs. MULLER & CO. were auctioneers of ANDREW M. MCGOWN, deceased, also disposed of nineteen lots located respectively on Third-avenue and Ninety-fourth-street, Second-avenue and One Hundred and Third-street, for $18,960 in the aggregate. Details as to the location of each lot, with the price realized, and name of purchaser, as follows, to which is added the lots of the same property was sold by MULLER & CO. a year ago, but the purchaser at that sale having failed to qualify, it was resold yesterday, and the total sum realized for the lots was $21,000 in advance of that realized at the previous auction. In addition to the above, by order of the Supreme Court in foreclosure, and the direction of ALEXANDER THAIR, Esq., referee, the same auctioneers also sold a three-story high-stoop brown-stone house and lot, situated on the south side of seventy-ninth-street, between Second and Third avenues; the 21.10½ purchased by HAZEN BROWN, plaintiff, for $11,000; also, by order of the same sale of two houses and plot of ground, 34 by 90, on the south-west corner of Avenue A and One Hundred and Twenty-second-street, was adjourned by Mr. MULLER until April 2, and eight building lots located on the west side of Ninth-avenue, forming the block between One Hundred and Twenty-third and One Hundred and Twenty-fourth-streets, advertised also for sale, yesterday, were withdrawn, the bids received for the same not being deemed satisfactory. The bids made ranged from $5,000 to $4,900 per lot.

JOSEPH MCGIVNEY, by order of the Supreme Court, in foreclosure sale of four several sales, all under the direction of JAMES H. COLEMAN, Esq., referee, sold the following City real estate at the prices noted, and to the parties named: Four-story brown-stone house and lot, on the south side of Eighty-eighth-street, seventy-eight feet west of Third-avenue, $11,000, R. J. QUANE; plaintiff; a three-story brown-stone house and lot on the south side of Forty-second-street, between First and Second avenues, $7,900, H. J. CLARK, plaintiff; two building lots on the west side of Laureus-street, between Broome and Spring streets, sold together, $23,600, JARVIS SIGAS; and one lot on the north-west corner of Eighty-seventh-street and Third-avenue, sold for Mr. GARRETT MAGLIN, to DENNIS DONOVAN. Another Supreme Court sale of a house and lot on the south side of Thirty-fifth-street, eighty feet east of Third-avenue, announced for yesterday, was adjourned by Mr. MCGUIRE until April 9.

THOS. J. MATHEWSON, by order of the Supreme Court in foreclosure, under the direction of RICHARD C. BEAMISH, Esq., referee, disposed of a four-story high stoop brown-stone house and lot, situate on the south side of Seventy-fourth-street, between Fourth and Madison avenues, for $9,000 over and above a mortgage amounting, with interest and costs, to about $19,000, making the amount bid $28,000; purchased by ROBERT M. STERRIGH. Also, at another foreclosure sale, under the direction of the same referee, a three-story brown-stone house (nearly new) and lot, on the north side of One Hundred and Twenty-eighth-street, between Fifth and Sixth avenues; sold for $12,250, and purchased by E. F. ARNOLD. Another foreclosure sale, also by order of the Supreme Court in foreclosure, under the direction of THOMAS H. LANDON, Esq., referee, sold a two-story frame house and lot, situate on the north side of One Hundred and Thirty-second-street, between Sixth and Seventh avenues, for $2,300; purchaser, WILLIAM D. MCELVAIN.

J. MATHEWSON & SON, under five several Supreme Court orders in foreclosure; ALEXANDER THAIR, Esq., referee in all, disposed of five lots with the buildings thereon, located on the south side of West Eighty-fourth-street, between Ninth and Tenth avenues, in size each 20 by 100.5; the factory brown-stone dwellings are erected upon the lots in front of the lots, and are subject to a mortgage of $11,000, with interest from October, 1870, making the lien upon the same about $19,200 per lot. There was little, if any, competition for the property, and the lots were sold at an advance of $100 above the mortgage, or, with costs, at about $1,500 apiece, the purchaser being CORNELIUS P. FARRELL, owner of the mortgages foreclosed in Wm. M. CROWELL, who was plaintiff in the suits in question.

JESSE JOHNSON, Jr., foreclosed several extensive sales of Brooklyn building lots, full particulars in regard to the disposition of which will be found in the summary annexed. With the exception of five lots, all the property is reported sold, and the names of purchasers, as reported by the auctioneer, given in each instance. A large portion of the real estate sold was as disposed of by order of the Brooklyn City Railroad Company, and the prices realized were in the main satisfactory.

The above constitutes the business of the day with the exception of an auction conducted by R. H. LUDLOW & Co., at which property on Bleecker-street, in this City, and on Gates-avenue, Brooklyn, was offered but not sold, and a stock sale, conducted by D. M. SEAMAN, duly at the Exchange. Particulars of the Exchange several auctions are announced, and during the City improved real estate will be offered respectively by MULLER, WILKINS & Co., JOSEPH MCGUIRE and A. J. BLEECKER, Son & Co. The greatest interest is felt in the auctions to occur to-morrow, and especially in that in charge of Messrs. MULLER & Co., at which the Mott Haven Canal Dock lots will be offered. A description of the same, which is exciting the general attention of investors.

At private contract, V. K. STEVENSON & Son, No. 31 Pine-street, reports having recently effected the following sales: Four lots on the north side of Eighty-ninth-street, 425 feet west of Fourth-avenue, sold for Mr. O. ARGENTINE, for $20,000; two lots on the south side of One Hundred and Sixth-street, 20 feet west of Lexington-avenue, sold for Mr. GARRETT MAGLIN, for $15,000; and one lot, 25x25 feet, on the west side of Grand Circle, 50 feet north of Fifty-ninth-street, sold for Mr. THOMAS W. WATSON, for $12,000; total sales for the week, $47,000.

The receipt of a very handsomely illustrated descriptive list of New-Jersey real estate, just issued in book form, by A. D. MELLICK, Jr., & Co., real estate brokers and auctioneers, No. 4 Pine-street, is acknowledged. The work is one of great merit, and, in addition, contains a fund of valuable information, not only of importance to New-Jersey property generally, but of value in relation to the railways running through the State, commutation rates of travel on the same, and other matters which will be found of interest. The compilation of facts contained, and the arrangement of the contents reflect credit upon the firm, and its enterprise in every branch of business enterprise, which will be appreciated by those either owning or seeking to make an investment in New-Jersey real estate.

STOCK TRANSACTIONS.

At a stock sale held at the Exchange, Yesterday, the following securities were disposed of by H. M. SEAMAN, auctioneer, at the performance of the Exchange: 10 shares Mechanics' Banking Association of Manhattan Company, par value $50 each, sold at 70½ per cent.; 40 shares Butchers' and Drovers' National Bank, par $50 each, sold at 80; 2 shares Germania Bank, $100 each, at 120½; 24 shares Sixth-avenue Railroad Company, $100 each, at 148; 20 shares Manhattan Life Insurance Company, $25 each, at 260½; 40 shares Tradesmen's Fire Insurance Company, $25 each, at 107; 40 shares Sixty-second Fire Insurance Company, $25 each, at 120; 20 shares Bleecker-street and Fulton-ferry Railroad Company, seven per cent. bonds, payable in 1893, interest payable 1st January and 1st July, $1,000 each, at 71½; 30 shares Manhattan Company Bank, $100 each, at 113½; 30 shares Corn Exchange Fire Insurance Company, $25 each, at 103¾; 7 shares Home Fire Insurance Company, $100 each; 20 shares Continental Fire Insurance Company, $100 each, at 126; 40 shares Home Fire Insurance Company, $25 each, at 99¾, and $115 Continental Fire Insurance Company scrip, at different rates, held at twenty per cent.

Exchange Sales, Yesterday, March 13.

NEW-YORK.

By Bristed, Willcox & Co.

3 three-story high-stoop brown-stone h. and l., n. s. 84 E. 20th-st., lot 20.4x92, No. 6 at $11,400
1 lot of ground, with three brick houses thereon, s. w. corner Avenue C and 12th-st., 75.5x92 ft. 65,000
Mortgage of $17,000 on the above. 17,000
1 lot, s. s. 89 E. 4th-av., 25x100.5, No. 1 at 5,000
1 lot, s. s. 114 E. 4th-av., 25x100.5, No. 3 at 5,000
1 lot, s. s. 124 E. 4th-av., 25x100.5, No. 4 at 5,000
1 lot, s. s. 134 E. 4th-av., 25x100.5, No. 5 at 5,000
1 lot, s. s. 144 E. 4th-av., 25x100.5, No. 6 at 5,000
1 lot, s. s. 154 E. 4th-av., 25x100.5, No. 7 at 5,000
1 lot, s. s. 164 E. 4th-av., 25x100.5, No. 8 at 5,000
1 lot, s. s. 174 E. 4th-av., 25x100.5, No. 9 at 5,000
1 lot, s. s. 184 E. 4th-av., 25x100.5, No. 10 at 5,000
1 lot, s. s. 194 E. 4th-av., 25x100.5, No. 11 at 5,000
1 lot, s. s. 204 E. 4th-av., 25x100.5, No. 12 at 5,000
1 lot, s. s. 214 E. 4th-av., 25x100.5, No. 13 at 5,000
1 lot, s. s. 224 E. 4th-av., 25x100.5, No. 14 at 5,000
1 lot, s. s. 234 E. 4th-av., 25x100.5, No. 15 at 5,000
1 lot, s. s. 244 E. 4th-av., 25x100.5, No. 16 at 5,000
1 lot, s. s. 254 E. 4th-av., 25x100.5, No. 17 at 5,000
1 lot, s. s. 264 E. 4th-av., 25x100.5, No. 18 at 5,000
1 lot, s. s. 274 E. 4th-av., 25x100.5, No. 19 at 5,000
1 lot, s. s. 284 E. 4th-av., 25x100.5, No. 20 at 5,000
1 lot, s. s. 294 E. 4th-av., 25x100.5, No. 21 at 5,000
1 lot, s. s. 304 E. 4th-av., 25x100.5, No. 22 at 5,000
1 lot, s. s. 314 E. 4th-av., 25x100.5, No. 23 at 5,000
1 lot, s. s. 324 E. 4th-av., 25x100.5, No. 24 at 5,000
1 lot, s. s. 334 E. 4th-av., 25x100.5, No. 25 at 5,000
1 lot, s. s. 344 E. 4th-av., 25x100.5, No. 26 at 5,000
1 lot, s. s. 354 E. 4th-av., 25x100.5, No. 27 at 5,000
1 lot, s. s. 364 E. 4th-av., 25x100.5, No. 28 at 5,000
1 lot, s. s. 374 E. 4th-av., 25x100.5, No. 29 at 5,000
1 lot, s. s. 384 E. 4th-av., 25x100.5, No. 30 at 5,000
1 lot, s. s. 394 E. 4th-av., 25x100.5, No. 31 at 5,000
1 lot, s. s. 404 E. 4th-av., 25x100.5, No. 32 at 5,000
1 lot, s. s. 414 E. 4th-av., 25x100.5, No. 33 at 5,000
1 lot, s. s. 424 E. 4th-av., 25x100.5, No. 34 at 5,000
1 lot, s. s. 434 E. 4th-av., 25x100.5, No. 35 at 5,000
1 lot, s. s. 444 E. 4th-av., 25x100.5, No. 36 at 5,000
1 lot, s. s. 454 E. 4th-av., 25x100.5, No. 37 at 5,000
1 lot, s. s. 464 E. 4th-av., 25x100.5, No. 38 at 5,000
1 lot, s. s. 474 E. 4th-av., 25x100.5, No. 39 at 5,000
1 lot, s. s. 484 E. 4th-av., 25x100.5, No. 40 at 5,000
1 lot, s. s. 494 E. 4th-av., 25x100.5, No. 41 at 5,000
1 lot, s. s. 504 E. 4th-av., 25x100.5, No. 42 at 5,000
1 lot, s. s. 514 E. 4th-av., 25x100.5, No. 43 at 5,000
1 lot, s. s. 524 E. 4th-av., 25x100.5, No. 44 at 5,000
1 lot, s. s. 534 E. 4th-av., 25x100.5, No. 45 at 5,000
1 lot, s. s. 544 E. 4th-av., 25x100.5, No. 46 at 5,000
1 lot, s. s. 554 E. 4th-av., 25x100.5, No. 47 at 5,000
1 lot, s. s. 564 E. 4th-av., 25x100.5, No. 48 at 5,000
1 lot, s. s. 574 E. 4th-av., 25x100.5, No. 49 at 5,000
1 lot, s. s. 584 E. 4th-av., 25x100.5, No. 50 at 5,000
1 lot, s. s. 594 E. 4th-av., 25x100.5, No. 51 at 5,000
1 lot, s. s. 604 E. 4th-av., 25x100.5, No. 52 at 5,000
1 lot, s. s. 614 E. 4th-av., 25x100.5, No. 53 at 5,000
1 lot, s. s. 624 E. 4th-av., 25x100.5, No. 54 at 5,000
1 lot, s. s. 634 E. 4th-av., 25x100.5, No. 55 at 5,000
1 lot, s. s. 644 E. 4th-av., 25x100.5, No. 56 at 5,000
1 lot, s. s. 654 E. 4th-av., 25x100.5, No. 57 at 5,000
1 lot, s. s. 664 E. 4th-av., 25x100.5, No. 58 at 5,000
1 lot, s. s. 674 E. 4th-av., 25x100.5, No. 59 at 5,000
1 lot, s. s. 684 E. 4th-av., 25x100.5, No. 60 at 5,000
1 lot, s. s. 694 E. 4th-av., 25x100.5, No. 61 at 5,000
1 lot, s. s. 704 E. 4th-av., 25x100.5, No. 62 at 5,000
1 lot, s. s. 714 E. 4th-av., 25x100.5, No. 63 at 5,000
1 lot, s. s. 724 E. 4th-av., 25x100.5, No. 64 at 5,000
1 lot, s. s. 734 E. 4th-av., 25x100.5, No. 65 at 5,000
1 lot, s. s. 744 E. 4th-av., 25x100.5, No. 66 at 5,000
1 lot, s. s. 754 E. 4th-av., 25x100.5, No. 67 at 5,000
1 lot, s. s. 764 E. 4th-av., 25x100.5, No. 68 at 5,000
1 lot, s. s. 774 E. 4th-av., 25x100.5, No. 69 at 5,000
1 lot, s. s. 784 E. 4th-av., 25x100.5, No. 70 at 5,000
1 lot, s. s. 794 E. 4th-av., 25x100.5, No. 71 at 5,000
1 lot, s. s. 804 E. 4th-av., 25x100.5, No. 72 at 5,000
1 lot, s. s. 814 E. 4th-av., 25x100.5, No. 73 at 5,000
1 lot, s. s. 824 E. 4th-av., 25x100.5, No. 74 at 5,000
1 lot, s. s. 834 E. 4th-av., 25x100.5, No. 75 at 5,000
1 lot, s. s. 844 E. 4th-av., 25x100.5, No. 76 at 5,000
1 lot, s. s. 854 E. 4th-av., 25x100.5, No. 77 at 5,000
1 lot, s. s. 864 E. 4th-av., 25x100.5, No. 78 at 5,000
1 lot, s. s. 874 E. 4th-av., 25x100.5, No. 79 at 5,000
1 lot, s. s. 884 E. 4th-av., 25x100.5, No. 80 at 5,000
1 lot, s. s. 894 E. 4th-av., 25x100.5, No. 81 at 5,000
1 lot, s. s. 904 E. 4th-av., 25x100.5, No. 82 at 5,000
1 lot, s. s. 914 E. 4th-av., 25x100.5, No. 83 at 5,000
1 lot, s. s. 924 E. 4th-av., 25x100.5, No. 84 at 5,000
1 lot, s. s. 934 E. 4th-av., 25x100.5, No. 85 at 5,000
1 lot, s. s. 944 E. 4th-av., 25x100.5, No. 86 at 5,000
1 lot, s. s. 954 E. 4th-av., 25x100.5, No. 87 at 5,000
1 lot, s. s. 964 E. 4th-av., 25x100.5, No. 88 at 5,000
1 lot, s. s. 974 E. 4th-av., 25x100.5, No. 89 at 5,000
1 lot, s. s. 984 E. 4th-av., 25x100.5, No. 90 at 5,000
1 lot, s. s. 994 E. 4th-av., 25x100.5, No. 91 at 5,000
1 lot, s. s. 1004 E. 4th-av., 25x100.5, No. 92 at 5,000
1 lot, s. s. 1014 E. 4th-av., 25x100.5, No. 93 at 5,000
1 lot, s. s. 1024 E. 4th-av., 25x100.5, No. 94 at 5,000
1 lot, s. s. 1034 E. 4th-av., 25x100.5, No. 95 at 5,000
1 lot, s. s. 1044 E. 4th-av., 25x100.5, No. 96 at 5,000
1 lot, s. s. 1054 E. 4th-av., 25x100.5, No. 97 at 5,000
1 lot, s. s. 1064 E. 4th-av., 25x100.5, No. 98 at 5,000
1 lot, s. s. 1074 E. 4th-av., 25x100.5, No. 99 at 5,000
1 lot, s. s. 1084 E. 4th-av., 25x100.5, No. 100 at 5,000

By Joseph McGivney.

Foreclosure sale. Thomas H. Landon, Esq., referee. Sale No. 1. Four-story brown-stone house and lot, s. s. 84 E. 4th-av., 20.4x92, No. 6, sold to Hazen Brown, plaintiff, for $11,000.

Sale No. 2. Four-story brick and stone house and lot, s. s. 114 E. 4th-av., 20.4x92, No. 4, sold to Hazen Brown, plaintiff, for $11,000.

Sale No. 3. Four-story brick and stone house and lot, s. s. 124 E. 4th-av., 20.4x92, No. 3, sold to Hazen Brown, plaintiff, for $11,000.

Sale No. 4. Four-story brick and stone house and lot, s. s. 134 E. 4th-av., 20.4x92, No. 2, sold to Hazen Brown, plaintiff, for $11,000.

Sale No. 5. Four-story brick and stone house and lot, s. s. 144 E. 4th-av., 20.4x92, No. 1, sold to Hazen Brown, plaintiff, for $11,000.

By Jesse Johnson, Jr.

1 lot, s. s. 250 E. 7th-st., 20 ft. 6 in. E. of 1st-av., 20.6x75, Thomas McCann, purchaser, $1,625 each.....$7,300

6 lots, s. w. s. Prospect-av., 60 ft. s. e. of 9th-av., adjoining above, each same size, same purchaser, $425 each.....2,550

3 lots, s. s. 8th-st., 100 ft. E. of 6th-av., each 20x75, same purchaser, $500 each.....1,500

2 lots, s. s. 8th-st., 140 ft. E. of 6th-av., each 20x75, same purchaser, $500 each.....2,000

6 lots, s. s. 8th-st., 40 ft. E. of 6th-av., each 20x75, same purchaser, $500 each.....3,000

6 lots, s. s. 8th-st., 80 ft. E. of 6th-av., each 20x75, adjoining above in rear, each 20x102.2, Sidney Mingay, Hartford, Conn., purchaser, $260 each.....1,740

12 lots, s. w. s. of 9th-st., 80 ft. S. E. of 6th-av., each 20x100, same purchaser, $200 each.....2,400

2 lots, s. w. s. 9th-st., adjoining above, each same size, same purchaser, $200 each.....400

2 lots, s. s. 8th-st., 100 ft. E. of 6th-av., each 20x75, adjoining above, each same size, Francis Dunn, purchaser, $500 each.....2,000

3 lots, s. s. 8th-st., 60 ft. E. of 6th-av., each 20x75, adjoining above, each same size, same purchaser, $465 each.....1,395

2 lots, s. s. 8th-st., 40 ft. E. of 6th-av., each 20x75, adjoining above, each same size, same purchaser, $465 each.....930

2 lots, s. s. 8th-st., 20 ft. E. of 6th-av., each 20x75, adjoining above, each same size, John Chorosson, purchaser, $465 each.....930

1 lot, s. s. 8th-st., 20 ft. E. of 6th-av., 20x75, adjoining above, each same size, Francis Dunn, purchaser, $500 each.....500

1 lot, s. w. cor. 8th-st. and Boulevard, n. w. corner Ivy-st., each 20x102.2, John Wardle, purchaser, $600 each.....600

1 lot, s. s. 8th-st., 20 ft. E. of Boulevard, adjoining above, each same size, Francis Dunn, purchaser, $600 each.....600

1 lot, s. w. cor. 8th-st. and Boulevard, n. w. corner of Woodbine-st., adjoining above, each same size, same purchaser, $600 each.....600

3 lots, s. s. 8th-st., 40 ft. E. of Boulevard, adjoining above, each same size, same purchaser, $600 each.....1,800

2 lots, s. s. 8th-st., 80 ft. E. of Boulevard, adjoining above, each same size, same purchaser, $600 each.....1,200

1 lot, s. s. 8th-st., 120 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 160 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 200 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 240 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 280 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 320 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 360 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 400 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 440 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 480 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 520 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 560 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 600 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 640 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 680 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 720 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 760 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 800 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 840 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 880 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 920 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 960 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1000 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1040 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1080 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1120 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1160 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1200 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1240 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1280 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1320 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1360 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1400 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1440 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1480 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1520 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1560 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1600 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1640 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1680 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1720 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1760 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1800 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1840 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1880 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1920 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 1960 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2000 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2040 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2080 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2120 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2160 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2200 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2240 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2280 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2320 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2360 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2400 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2440 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2480 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2520 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2560 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2600 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2640 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2680 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2720 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2760 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2800 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2840 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2880 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2920 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 2960 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3000 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3040 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3080 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3120 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3160 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3200 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3240 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3280 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3320 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3360 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3400 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3440 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3480 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3520 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3560 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3600 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3640 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3680 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3720 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3760 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3800 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3840 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3880 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3920 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 3960 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4000 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4040 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4080 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4120 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4160 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4200 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4240 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4280 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4320 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4360 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4400 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4440 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4480 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4520 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4560 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4600 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4640 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4680 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4720 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4760 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4800 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4840 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4880 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4920 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 4960 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 5000 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s. 8th-st., 5040 ft. E. of Boulevard, adjoining above, same size, same purchaser, $600 each.....600

1 lot, s. s.

SHIPPING.

ANCHOR LINE.

Steamers sail THIS WEDNESDAY and SATURDAY, 23 and 30 inst.

NEW-YORK AND GLASGOW.

CABIN RATES OF PASSAGE, including wines, stewards fee, &c., to Queenstown or Glasgow, $80 currency.

Intermediate passage, $60, currency.

Steerage passage, $30, currency.

Passengers booked to or from all parts of America, Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Excursion tickets granted at reduced rates.

Drafts from $1 upward.

For inspection of plans and other information, apply at the Company's offices, No. 19 Broadway, New-York.

Bills of lading issued through to Continental ports.

J. H. SPARKS, Agent.

NATIONAL LINE.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.

FORTNIGHTLY TO LONDON FROM LONDON DIRECT.

From Piers No. 44 and 47 North River.

QUEENSTOWN AND LIVERPOOL.

ITALY, THOMPSON, Saturday, March 23, 9 P. M.
SPAIN, GRACE, Saturday, March 30, at 9½ A. M.
ENGLAND, ANDREWS, Saturday, April 6, at 3 P. M.
EGYPT, GRACE, Saturday, April 13, at 9½ A. M.

FOR LONDON DIRECT.

DENMARK, SUMNER, Wednesday, April 10.

Passage to Liverpool, Queenstown, or London direct: Cabin, $70 currency; steerage, $35 currency.

Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow or London, $22 currency, can be had only at the Company's offices, No. 69 Broadway.

W. J. HURST, Manager.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid new iron steamships on this line for the Continent will sail from Pier No. 50 North River as follows:

VILLE DE PARIS, SURMONT.....Saturday, Mar. 23
FRANCE, DANIEL.....Saturday, April 6
PEREIRE, LE BARON.....Saturday, April 20
WASHINGTON, HOUSSAIN.....Saturday, May 4

PRICE OF PASSAGE IN GOLD (including wine) TO HAVRE OR PARIS.

First cabin.....$125 | Second cabin.....$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railways and the disagreeable of crossing the Channel, besides saving time, trouble and expense.

GEORGE MACKENZIE, Agent,
No. 58 Broadway.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-PACKETS

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR

FROM NEW-YORK.

ABYSSINIA.....Wednesday, Mar. 20, 72
CUBA.....Wednesday, Mar. 27, 72
ALGERIA.....Wednesday, April 3, 72
JAVA.....Wednesday, April 10, 72
CHINA.....Wednesday, April 17, 72

and every following WEDNESDAY and SATURDAY

FROM BOSTON.

BATAVIA.....Saturday, Mar. 23, 72
SAMARIA.....Saturday, Mar. 30, 72
PARTHIA.....Saturday, April 6, 72
SIBERIA.....Saturday, April 13, 72
OLYMPUS.....Saturday, April 20, 72

and every following SATURDAY.

RATES OF PASSAGE.

Cabin, $100, $120 and $150, gold, according to accommodation.

Tickets to Paris, $15, gold, additional.

Return tickets on favorable terms.

Steerage.....$30, currency.

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates.

Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp, Hamburg, ports on the Continent and Mediterranean ports.

For freight and cabin passage apply at the Company's Office, No. 4 Bowling-green.

For steerage passage at No. 24 Broadway, Trinity Building.

CHAS. G. FRANKLYN, Agent.

PASSENGERS PER STEAMERS ARRIVING at dock from the Ocean Wharf, foot of Bowling Green, City, at 7 P. M. on WEDNESDAY, 20th March.

CHAS. G. FRANKLYN,
No. 4 Bowling-green, New-York.

FOR LIVERPOOL.

VIA QUEENSTOWN,
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full power iron-screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

WYOMING, Capt. WILKESBY.....Mar. 20, at 10 A. M.
MINNESOTA, Capt. MORAN.....Mar. 27, at 10 A. M.
IDAHO, Capt. PRICE.....April 3, at 10 A. M.
MANHATTAN, Capt. J. S. PRICE.....April 10, at 10 A. M.
WISCONSIN, Capt. T. W. FREEMAN.....April 17, at 10 A. M.
NEVADA, Capt. CHAS. POMEROY.....April 24, at 10 A. M.

Cabin passage, gold, $80.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to

WILLIAMS & GUION, No. 29 Wall-st.

BALTIC LLOYD

MAIL STEAMSHIP COMPANY.

(Only direct line to Russia and the Scandinavian countries.)

New York and Stettin, calling at Christiansand and Copenhagen.

The new and elegant steam-ships of this line will sail from New-York as follows, viz:

RUSSIA, Capt. THOS. HOLDEN, June.
FRANKLIN, April —, ERNST MORITZ ARNDT
HUMBOLDT, May —, building.
FRANKLIN, June —, WASHINGTON, building.

Rates of passage, payable in gold:

First cabin.....$100 | First steerage.....$40
Second cabin.....75 | Second steerage.....30

For through freight to the principal ports of the Baltic and passage apply to

WENDT & RAMMELSBERG, Agents,
No. 40 Broadway, New-York.

PACIFIC MAIL STEAM-SHIP CO.

PANY'S LINE TO

CALIFORNIA, JAPAN AND CHINA,

VIA PANAMA,

CARRYING MAILS, PASSENGERS AND FREIGHT TO AND FROM

KINGSTON, JAMAICA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU AND CHILI.

Steamers leave wharf, foot 20th-st., North River, (except when these dates fall on Sunday, then the day previous,

March 20—Steamer COSTA RICA, Capt. ——
March 27—Steamer COSTA RICA, Capt. ——
April 3—Steamer COSTA RICA, Capt. ——

at 12 o'clock, noon, for Aspinwall, connecting at Panama with steamers for Pacific ports, and at Aspinwall with steamers for Kingston, Jamaica, Santa Martha and Greytown, also connecting at Central America and South Pacific ports. Freight for interior points received until 4 P. M. the day before sailing.

The steamer CITY OF PUEBLA will leave San Francisco April 1, 1872, for Japan and China. For rates of passage, freight and all further information, apply at Company's office on the pier, foot of Canal-st.

WILLIAM H. WEBB, Agent.

UNITED STATES MAIL TO HAVANA.

ATLANTIC MAIL STEAMSHIP COMPANY.

Sailing (unless otherwise advertised) at 3 o'clock P. M., precisely, from Pier No. 4 North River.

MISSOURI, Capt. T. H. MORTON, (via Nassau,) March 21.
MORRO CASTLE, Capt. T. S. CURTIS, March 28.
CRESCENT CITY, Capt. E. VAN BRUNT, (via Nassau,) April 4.

For freight or passage apply to

H. W. DIMOCK, President,
No. 4 Bowling-green.

FOR NASSAU, N. P.

CARRYING THE ROYAL MAILS.

Atlantic Mail Steamship Company's steamer MISSOURI will sail on THURSDAY, March 21, at 3 o'clock P. M., precisely, from Pier No. 4 North River.

For freight or passage apply to

H. W. DIMOCK, President,
No. 4 Bowling-green.

SAN DOMINGO LINE.

The United States Mail Steamer TYBEE, Capt. DELANO, will leave Pier No. 4 North River (RESIDAY, March 21, at 3 P. M., for Puerto Plata, Samana and Port-au-Prince City.

BOOTH & CO.,
No. 29 Broadway.

SHIPPING.

FOR SAVANNAH, GA.,

THE FLORIDA RAILROAD,

AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

DIRECT RAILROAD CONNECTIONS AT SAVANNAH FOR ATLANTA AND GULF RAILROAD, FLORIDA RAILROAD AND ALL POINTS SOUTH AND SOUTHWEST.

STEAMSHIP SAVANNAH, AND SATURDAYS.

Freight received daily at pier foot of Canal-st., North River.

GENERAL RAILWAY AND STEAMSHIP OFFICE, 192 BROADWAY, NEW-YORK.

For freight or passage apply to

LIVINGSTON, FOX & CO., Agents,
No. 192 Broadway.

MAGNOLIA, via NORFOLK, SATURDAY, March 23, from pier 20, North River, foot of Beach-st.

For freight or passage apply to

WM. P. CLYDE & CO., Agents,
No. 5 Bowling-green.

RUNTSVILLE, Capt. CROWELL, SATURDAY, March 23, from pier 20, North River, foot of Beach-st.

For freight or passage apply to

MURRAY, FERRIS & CO., Agents,
No. 61 Wall-st.

Shipping of Cotton, Grain and Produce.

Bills of lading issued and freight taken to all points in connection with Central Railroad of Georgia, to all points in connection with Georgia Railroad, to all points in connection with the Atlantic and Gulf Railroad, to all points in connection with the Florida Railroad.

C. D. OWENS, Agent, GEORGE YONGE, Agent, Savannah.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMSHIPS sailing on the 2d of every month.

NORTH AMERICA, Capt. C. H. SLOCUM.....March 23
AMERICA, Capt. C. H. SLOCUM.....April 23

Touching at RIO JANEIRO, PERNAMBUCO, BAHIA and CLEOPATRA (Bahia,) (Steerage only.) Rome, April 23 CITY OF MERIDA, Destin.....April 23 CARACAS, Destin.....May 23

For freight or passage apply to

F. ALEXANDER & SON, Agents,
No. 2 Bowling-green, New-York.

DIRECT LINE TO HAVANA.

HAVANA STEAMSHIP COMPANY.

New Iron Steamer MORGAN will leave Pier No. 3 North River, foot of Morris-st, THIS DAY, at 3 P. M., direct to Havana.

CITY OF MONTGOMERY, Saturday, March 23
CLEOPATRA (Bahia,) (Steerage only.) Rome, April 23
CITY OF MERIDA, Destin.....April 23
CARACAS, Destin.....May 23

For freight or passage apply to

P. ALEXANDER & SON, Agents,
No. 2 Bowling-green, New-York.

NOTICE TO TRAVELLERS.

Travellers or purchasers going to Europe via the Old City of Quebec, who will favor the undersigned with their address, shall receive early notice of the departure of steamers, and every information and convenience in their power, connected with the business of passage, &c., and on arriving at Quebec will be met at the steamer's side and conveyed to the Custom House, and every attention and convenience afforded them. Parties ordering their passage through us may rely on being met at Quebec, and on their baggage being passed through the Custom House without trouble or detention. Commercial and travelling servants may always be obtained by applying to the COURIER, SOCIETY, No. 7 Rue Notre Dame, Quebec, or to the Canada Guarantee Co., 58 Wall-st., New-York.

UNITED STATES PASSPORT OFFICE, to travellers, visited by J. E. MONES, Passport Agent, No. 61 Duane-st., corner of Broadway.

RAILROADS.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.

Commencing on Monday, Nov. 13, 1871, Through Trains will leave from New Depot, corner of 42d-st. and 4th-av., as follows:

8:30 A. M.—Express, with Drawing-room cars through to Buffalo and Niagara Falls.

10:30 A. M.—Special, Chicago Express, with drawing-room cars through to Buffalo and Niagara Falls.

10:45 A. M.—Northern and Western Express.

3:00 P. M.—Mail, Western and Canada Express.

4:00 P. M.—Western Express, with sleeping cars from New-York to St. Albans.

5:00 P. M.—Express, for Albany and Troy.

6:00 P. M.—Pacific Express, with Sleeping-cars for Watertown, Carthage and Ogdensburgh, and for Niagara Falls, Suspension Bridge, Detroit, Michigan City, Chicago via both L. S. and M. S. Railroads and St. Louis via Toledo, Detroit and Louisville.

11:30 P. M.—Express, with sleeping-cars for Troy and Albany.

All local trains (sunday excepted) for Yonkers, leave from new depot, Fourteenth Ward Ferry, foot 129th-st., west side, as heretofore.

O. H. KENDRICK, General Passenger Agent.

LONG ISLAND RAILROAD.

On and after MONDAY, Oct. 30, 1871, trains will leave Hunter's Point as follows:

8:30 A. M.—Express mail train.
10:40 A. M.—Express, Glen Cove, Locust Valley, Hunting'n, Babylon, Islip, Sayville and Greenport.
3:40 P. M.—Riverhead and Sag Harbor Express, (through to Greenport on Saturdays.)
4:40 P. M.—Express mail for Jamaica, Glen Cove, Locust Valley, Hunting'n, Babylon, Islip, Sayville and Greenport.
5:50 P. M.—Hackney's way train.

All trains connect at Hunter's for Hempstead, Sunday trains for Huntington, Northport, Roslyn, Glen Cove and Locust Valley leave Hunter's Point at 8:30 A. M. and 4 P. M.

STEAMBOATS.

NORTH RIVER AND NEW-YORK STEAMBOAT COMPANY steamers ADELPHI and ACME leave pier foot of Barclay-st. daily, at 9 and 11 A. M. and 2, 4, 5:30 and 7 P. M. for Communipaw, Hackensack, Tenafly, Englewood, Tappan, Nyack and Haverstraw. Express trains to and from Hudson River Railroad trains.

THE ERIE RAILROAD RUNS ALL POINTS in Pennsylvania and Northwest. Railroad. Pier 51, Stebbins-st. leave Cedar-st. slip at 12 noon, Sundays excepted.

FOR NEW-HAVEN, HARTFORD AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 5:15 and 11 P. M., connecting with rail.

PUBLIC NOTICES.

SUPREME COURT.—IN THE MATTER of the application of the Mayor, Aldermen and Commonalty of the City of New-York relative to the OPENING OF 155TH-ST. FROM THE EAST-ERLY SIDE OF THE JERUSALEM ROAD to the Harlem River, in the City of New-York.—We, the undersigned, three disinterested freeholders, appointed by an order of this above-entitled Court, bearing date the 14th day of February, 1872, and duly filed in the office of the Clerk of the City and County of New-York, do hereby give notice to all persons interested in the above-entitled matter, that we have taken the oath required by law, and that we will attend at the office of the Commissioner of Records, in the Arsenal, in the City of New-York, on the 23d day of March, 1872, at 12 o'clock noon of that day, for the purpose of discharging the duties imposed upon us by the said order, at which time and place all persons interested in the said matter are required to present their claims before us, or be forever barred from the benefit of the said order. Dated New-York, March 19, 1872.

WALTER ROCHE,
GRATZ NATHAN,
WILLIAM STUART,
Commissioners.

WATCHES, JEWELRY, &c.

MARION

U. S. WATCH CO. (Elgin, Waltz & Co.)

WATCHES

Beware the pirate. Ask your Jeweller to see them.

For Sale by all First-class Dealers.

WHOLESALE ROOMS,

ELGIN, WALTZ & CO., 19 Maiden Lane, New York.

FINANCIAL.

CAYUGA LAKE RAILROAD.

State of New-York,

7 PER CENT.

FIRST MORTGAGE

GOLD BONDS.

THIRTY YEARS TO RUN, AND REDEEMABLE AFTER FIVE YEARS.

This road forms the shortest and most direct route for the great manufacturing and coal districts of Pennsylvania into the central part of the State, and will run in connection with the NEW YORK Central Road, forming an outlet to Cayuga Bridge, Ithaca, Auburn and all points West. Commencing, as it does, with the Lehigh Coal trade, it passes through extensive mineral districts, reaching Ithaca and the Cascadilla or Fall Creek, the local traffic will be large, but its principal source of revenue will be from the coal business. The road is now nearly built, and will be in active operation during the year. From our knowledge of the country and from the most thorough investigation of the business of the road, we consider the bonds to be a most eligible investment.

LEONARD, SHELDON & FOSTER,
No. 32 WALL-ST.

A FIRST-CLASS SECURITY.

REAL ESTATE MORTGAGE BONDS

OF THE

Masonic Hall and Asylum Fund

INCORPORATED BY THE LEGISLATURE OF THE STATE OF NEW YORK.

Mortgage or Subject on the land and Masonic building, 67 and 69 Fifth-avenue, corner 23d-st. and 22d-st., New-York.

Cost of land and building when completed, $1,600,000.

Principal of bonds payable 1891. Interest seven per cent. Coupons payable semi-annually, March 15 and Sept. 15, at the office of the Union Trust Company.

FOR SALE BY

O. D. ASHLEY & CO.,
BANKERS, NO. 2 NEW-ST.

ALL TAXES PAID.

Connecticut Valley Railroad First Mortgage 7 per cent. Bonds,

free of all taxes in Connecticut, and free of income tax everywhere. Road finished and running, already earning expenses and twice the interest. Half paid stock, and a limited mortgage. Price 95 and interest. We recommend them strongly.

ALLEN STEPHENS & CO.,
Bankers, No. 12 Pine-st., New-York.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau-st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND GOLD.

MAKING LIBERAL ADVANCES.

INTEREST ON DEPOSITS.

MIDLAND BONDS

New-York Midland R. R. 1st Mortgage.

New-York Midland R. R. 2d Mortgage Convertible.

New-Jersey Midland R. R. 1st Mortgage Guaranteed.

Montclair R. R. 1st Mortgage Guaranteed.

Allen, Stephens & Co.,

BANKERS,

11 PINE-ST.

A FEW CAREFULLY SELECTED

10 Per Cent. Bonds,

for sale by

George Opdyke & Co.,

No. 25 Nassau-st.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned, the Mayor of the City of St. Louis, at his office, City Hall, until 12 o'clock noon, of the 15th day of March next, for the purchase of

FIVE HUNDRED ST. LOUIS CITY WATER BONDS,

issued by authority of an act of the Legislature of the State of Missouri, entitled "An act to authorize the City of St. Louis to borrow money on additional bonds to enable it to extend and improve its Water-works," approved Feb. 2, 1872.

Those bonds are for $1,000 each, to be dated April 1, 1872, and will be issued in sums of $100,000 each, bearing interest at the rate of six per cent. payable semi-annually on the 1st day of April and October respectively, in gold coin of the United States, in the City of New-York, where the principal and interest will be payable.

The next revenue derived from the Water-works is pledged by law for the redemption of the bonds now issued, both principal and interest, in the same manner as the bonds hereby created are issued under the act approved March 27, 1867, and May 6, 1869.

Bids will be received for any number of the bonds in sums of $5,000 and upward, and the proposals will be publicly opened in the office of the Mayor, on the day and time named.

The Mayor reserves the right to reject any or all bids, if in his opinion, the bids received be not satisfactory.

The bids must be indorsed "Proposals for $5, Louis Water Bonds," and addressed to the Mayor.

The law authorizing the issue of the bonds, on the face of each application and the bonds, provides that no bids payable in the funds of the National Banks or the currency of the United States.

Bids will be payable in the funds of the National Banks or the currency of the United States.

The bonds will be delivered at the City of St. Louis, to the purchaser, between the 1st and 15th days of April, 1872, or as soon thereafter as they can be completed.

Five per cent. of the amount in money or certified bank checks, will be required to accompany each bid, to insure compliance with the terms.

By order of the Board.

HENRY D. BOWMAN, Mayor.
Attest:
JNO. J. FITZWILLIAM, Register.
St. Louis, Feb. 10, 1872.

NOTICE.

The undersigned Commissioners appointed to receive subscriptions to the capital stock of the contemplated bank, to be located in the City of New-York, to be called THE PEOPLE'S NATIONAL BANK, hereby give notice that the books of subscription will be opened at the Banking house of Henry Clews & Co., No. 32 Wall-st., in said City, on THURSDAY, April 4, 1872, at 10 A. M.

Dated New-York, March 18, 1872.

HENRY S. DAVIES,
DAVID DOWS,
CHARLES HALL,
EDWARD R. WILSON,
AMASA STONE, Jr.,
Commissioners.

OFFICE OF THE SECOND AVENUE RAILROAD COMPANY,
No. 154 SECOND-AVE.,
NEW-YORK, March 16, 1872.

THE ANNUAL MEETING of the Stockholders of this company for the election of directors and the transaction of such other business as may legally come before the meeting, will be held at the office of the company, No. 154 Second-ave., in the City of New-York, on MONDAY, April 1, 1872, at 12 o'clock M., and closes at 1 o'clock P. M.

The transfer books will be closed March 25 and reopened April 2.

HARVEY H. WOODS,
Secretary.

OFFICE OF THE PANAMA RAILROAD COMPANY,
NEW-YORK, March 13, 1872.

THE ANNUAL ELECTION FOR THIRTEEN Directors of the Company will be held at the office of the Company, No. 56 Wall-st., on MONDAY, the 1st day of April, 1872, between the hours of 11 A. M. and 1 P. M.

The transfer books will be closed on and after the 15th inst., and reopened on the 2d of April.

By order of the Board,

JOHN KEELER, Secretary.

OFFICE OF MISSOURI MINING COMPANY,
NEW-YORK, March 16, 1872.

THE ANNUAL MEETING OF THE Stockholders of this Company will be held at the office of the Company, No. 40 Wall-st., on WEDNESDAY, the 27th day of March inst., at 3 o'clock P. M., when the annual report will be presented and officers elected for the ensuing year.

SAMUEL M. FORD, Secretary.

PARK FIRE INSURANCE COMPANY,
No. 252 BROADWAY, March 15, 1872.

ELECTION.—THE ANNUAL ELECTION for fifteen Directors of this Company will be held at the office on MONDAY, 1st of April next.

Polls open from 10 M. until 1 P. M.

GEO. A. ALDEN, Secretary.

FINANCIAL.

N. Y. Midland R. R.

AND CONNECTIONS.

Seven per Cent. Gold Bonds,

principal and interest payable in gold coin.

N. Y. and S.-Midland First Mortgage,

FIX AND INTEREST.

New-Jersey Midland First Mortgage,

6% AND INTEREST.

Syracuse and Chenango Valley First Mortgage,

6 AND INTEREST.

All of the above exclusively controlled by and the issues of railroads. Full particulars furnished on application.

For sale by

Geo. Opdyke & Co.,

Financial and General Agents for the Companies,
No. 25 NASSAU-ST.

STRICTLY FIRST-CLASS.

10 TO 20 PER CENT.

INVESTMENTS

IN

CITY AND COUNTY BONDS,
RAILROAD BONDS,
INSURANCE AND BANK STOCKS,
CITY RAILROAD STOCKS,
GAS-LIGHT STOCKS, &c., &c.

FOR SALE AND PROFITABLE INVESTMENT AT THE LOWEST MARKET RATES.

FOR SALE BY

ALBERT H. NEGGRAT,
BANKER, STOCK BROKER and SUPERINTENDENT,
No. 6 PINE-ST.

N. B.—Stantly finished investment securities, of the large sales of interest, a specialty with this house for many years, and always kept on hand.

Geo. Opdyke & Co.,

BANKERS.

No. 25 Nassau-st., New-York.

ACCOUNTS OF BANKS, BANKERS, CORPORATIONS, FIRMS AND INDIVIDUALS SOLICITED.

DEPOSITORS ENJOY THE SAME ADVANTAGES AS WITH INCORPORATED BANKS—

FOUR PER CENT. ON DAILY BALANCES, CREDITED MONTHLY.

COLLECTIONS MADE AT LOWEST RATES.

INVESTMENT SECURITIES A SPECIALTY.

VERMILYE & CO.,

NOS. 16 AND 18 NASSAU-ST., NEW-YORK.

Offer for sale a limited amount of first-class investment securities as follows:

CITY OF PATERSON, N. J., 7 PER CENT. BONDS, DUE IN 1907, AT 94 AND ACCRUED INTEREST.

ERIE ISSUED RAILROAD BONDS, SECURED BY FIRST MORTGAGE ON DEPOT, 300 PER MILE, ON OLD ROAD, PAYING REGULAR DIVIDENDS ON CAPITAL STOCK. PRICE OF BONDS IN AND ACCRUED INTEREST.

SOUTHERN CENTRAL RAILROAD OF NEW-YORK FIRST MORTGAGE BONDS, ISSUED ONLY AT THE RATE OF $5,000 PER MILE. THIS ROAD COMPLETED AND IN REGULAR OPERATION. PRICE OF BONDS, 90 AND INTEREST.

WILLIAM ALEXANDER SMITH & CO.,

BANKERS, No. 2 WALL-ST.,

Offer for sale

EVANSVILLE, HENDERSON AND NASHVILLE First Mortgage Seven Per Cent. Bonds, $10,000 to $50,000 with bonds; interest given and required, interest payable 1st January and July at Bank of America, New-York.

ST. LOUIS, VANDALIA AND TERRE HAUTE Railroad First Mortgage Seven Per Cent. Bonds, guaranteed by Terre Haute and Richmond Railroad Company; also by Pennsylvania Railroad Company.

UTICA, CHENANGO AND SUSQUEHANNA VALLEY RAILROAD Six Per Cent. Stock, guaranteed by Delaware, Lackawanna and Western Railroad Company.

INTERNATIONAL OCEAN TELEGRAPH COMPANY, Preferred Stock.

JOHN MUNROE & CO.,

BANKERS,

No. 8 WALL-ST., NEW-YORK.

ISSUE CIRCULAR LETTERS OF CREDIT FOR TRAVELLERS, ON THE CONSOLIDATED BANK OF LONDON, AND ON MUNROE & CO., PARIS.

EXCHANGE ON LONDON AND PARIS.

BROWN BROTHERS & CO.,

59 WALL-ST.

Issue COMMERCIAL and TRAVELLERS' CREDITS AVAILABLE IN ALL PARTS of the WORLD.

CHICAGO AND ALTON RAILROAD COMPANY,
CHICAGO, March 18, 1872.

NOTICE TO STOCK AND BOND-HOLDERS.—The annual meeting of the stockholders of the Chicago and Alton Railroad Company are hereby notified that the annual meeting of said Company, for the election of seven directors, and transaction of such other business as may legally come before it, will be held at the office of the Company in Chicago, Ill., on MONDAY, the 1st day of APRIL next, at 10 o'clock A. M.

The transfer books will be closed on the 25th of March inst., and reopened for business on the 2d day of April next.

W. M. LARRABEE, Secretary.

THE ANNUAL MEETING OF THE STOCKHOLDERS of the LONG ISLAND RAILROAD COMPANY, for the election of directors, will be held at the office of the Company, at SUMNER'S POINT, Long Island, on TUESDAY, April 9, between the hours of 12 M. and 4 o'clock P. M.

The transfer books of the Company will be closed on the 25th inst.

MORRIS K. SMITH,
Secretary and Treasurer.

HUNTER'S POINT, Long Island, March 14, 1872.

A CERTIFICATE FOR SIXTY-THREE shares of the Long Island Railroad Company, issued to John M. Woolsey, Theodore D. Woolsey and Wm. Sam. Johnson, trustees of the Margaretta Stevens estate, No. 2,037, transferred by Margaretta Stevens to Mrs. SARAH D. JOHNSON, having been lost, application will be made to the Company for a new certificate. C. F. JOHNSON, Substituted Trustee.

THE ANNUAL ELECTION FOR DIRECTORS of the National Fire Insurance Company, of New-York, will be held at the Company's office, No. 312 Broadway, on MONDAY, April 1, 1872, from 12 M. to 1 P. M.

J. A. MONTGOMERY, Secretary.

A COMPETENT COLLECTOR, WHOSE BONDS at once fully acceptable, desires more Business. Will give security and best City references. Address A. B. C., Box 1,758 Post Office.

ATLANTIC MUTUAL INSURANCE COMPANY, 27 Wall-st., corner William.

SAVINGS BANKS.

IRVING SAVINGS INSTITUTION,

No. 96 WARREN-ST., NEW-YORK.

SIX PER CENT. INTEREST allowed on all sums. Deposits made now draw interest from April 1.

Bank open daily from 10 A. M. to 3 P. M.

WALTER W. CONCKLIN, President.
VANDERBILT L. BURTON, Secretary.

ATLANTIC SAVINGS BANK,

No. 22 Chatham-square and No. 6 New Bowery, New-York.

DEPOSITS made on or before APRIL 1 will date interest from that day.

Interest will be computed monthly on sums of One Dollar and upward.

UNION DIME SAVINGS BANK,

Nos. 348 and 350 Canal-st., corner Laight.

SIX PER CENT. INTEREST allowed on all sums.

ASSETS, $710,000.

DIVIDENDS.

EIGHTH NATIONAL BANK.

A dividend of Three per Cent. will be paid to the stockholders of this Bank on the 27th of March next.

H. R. HULBURD,
Cashier pro tem.

Comptroller of Currency.

THE BOARD OF DIRECTORS OF the Ocean Insurance Company of New-York, this day declared a dividend of Three per Cent., payable, in scrip, on the 1st day of April next, to the stockholders of record at that date, as registered on the books of the Company, or their legal representatives. The transfer books will be closed on the 25th inst., and reopened on the morning of the 2d of April.

New-York, Feb. 29, 1872.

M. A. HYDE, Secretary.

THE BOARD OF DIRECTORS OF the Nassau Fire Insurance Company have declared a dividend of Three per cent. for the last six months, payable on demand.

DRAKE, MORGAN & CO.

DANCING.

A. BOSWORTH'S

CLASSES FOR DANCING

All meet at No. 813 BROADWAY, corner 30th-st.

Classes for ladies, gentlemen or children.

Morning, afternoon and evening classes.

Private lessons given at any time.

For particulars send for circular.

TRENCH'S ACADEMY OF DANCING,

LYRIC HALL, 14th-st. Three new Assemblies.

POPULAR RESORT AT ANY TIME and on all occasions. SEND FOR CIRCULAR.

HORSES AND CARRIAGES.

HORSES, CARRIAGES AND HARNESS.

"Where Barry's models excel."—N. Y. Sun.

"Where Barry's models excel."—N. Y. Times.

"Where Barry's models excel."—N. Y. Tribune.

"Where Barry's models excel."—N. Y. Herald.

Which is honest testimony?

Most extensive and complete assortment of first-class horses I have ever had. Over 200 on hand.

Five Gentlemen's Fine Family Horses, 7 to 9 years old, trot in 2:40, sound and kind, $250 each.

Various horses suitable for ladies' use.

Fine Coachmen's Pair of Horses, 16 hands high, 7 years old, $600.

Various horses handled free.

CARRIAGES, &c., FOR CASH.

A gentleman about leaving for Europe will sell his various carriages of the most fashionable description, consisting of

One BROUGHAM, by BREWSTER.
One PARK PHAETON, by BRADWAY.
AND A LARGE FAMILY CARRIAGE,
by PETER PINDAR, No. 1,018 Third-ave.

CARRIAGES, &c., FOR CASH.

A gentleman about leaving for Europe will sell his various carriages of the most fashionable description, consisting of

One BROUGHAM, by BRADWAY.
One PARK PHAETON, by BRADWAY.
AND A LARGE FAMILY CARRIAGE,
by PETER PINDAR, No. 1,018 Third-ave.

CARRIAGES, &c.

One Coupé, to seat two with set of harness; one Phaeton, to seat four; one Landau, to seat four; one Coupé, to seat two; one Buggy, to seat two; one Buggy, to seat four; one Buggy, to seat two; one Buggy, to seat one

RAILROAD MATTERS.

Review of the Struggle to Abate the Fourth-Avenue Nuisance.

Hearing to Be Held Today Before the Assembly Railroad Committee.

Some Further Developments in the Erie Management.

Important Conference Between the Oil and Railway Men.

Wrecking Railroad Eccentric in the Interior of the State.

The "procrastination is the thief of time" has long been an accepted truth, and the experience of every day on this terrible thoroughfare, now known as Death-avenue, proves that it is equally a robber of human life. Thousands of lives are daily put in jeopardy by the swiftly-rushing trains on Fourth-avenue. Scores have already been injured, and a dozen human beings killed outright since the citizens residing in the upper part of the City, on the easterly side, began the "rail-the-track" movement. The agitation since carried on has for its object the adoption of some measure by the railway companies represented by Commodore VANDERBILT, which would give them their lives by a lease upon this avenue. This movement has now continued many weeks, yet ninety-two passenger trains still move every day along the surface of Fourth-avenue; hundreds of locomotives continue to destroy the comfort of hundreds of thousands of people with their screeching whistles and clanging bells, while no additional successful precautions have been adopted to save human life.

The Grand Central depot was hardly completed before it was found that the concentration of three great trunk lines of railroads on Fourth-avenue would prove an intolerable nuisance, and a great as well as constantly increasing danger to the whole population between Forty-second-street and Harlem. The rails being laid upon the surface of the streets, and traversed as they were to be by ninety-two trains every twenty-four hours, made it impossible to cross either east or west without extreme hazard to life or limb, and to those living within a block of the track on either side, the new arrangement was equally an annoyance, owing to the fact that the old signals by whistles and bells were still used. Life, therefore, in that portion of the City became a vexation to the utmost, and an intolerable burden to the weak and nervous. Very soon after the completion of the depot an earnest opposition to the new arrangements of Commodore VANDERBILT was organized among the citizens whose lives were constantly threatened and whose domestic peace was continually disturbed. That opposition has been aggressive and persistent ever since, but as yet nothing has been accomplished. Trains still move on the surface of Fourth-avenue, with locomotives sounding whistles and bells.

In order to show the traffic we append the following schedule: On the Harlem Road trains go out at 7:38, 7:50, 8, 8:30, 10:40 and 11:30 A. M.; 2:30, 3:45, 4:05, 4:50, 5:05, 5:50, 6:10, 6:50 and 8:40 P. M. Trains come in at 12:30, 6:16, 7:25, 8:25, 9:05, 9:50, 10:20 A. M.; and 1:31, 2:19, 3:01, 3:17, 6, 6:28 and 9 P. M.

On the New-York Central and Hudson River Railroad trains move out at 7, 8, 9:10, 9:15, 10:36, 10:45 A. M.; 2, 3:40, 4, 4:15, 5, 5:30, 6, 6:30, 7, 8 and 10 P. M., and come in at 6, 7, 7:45, 8:10, 8:30, 9:40, 10:05, 11:40 A. M.; 2:18, 2:30, 4, 6:18, 7 and 10 P. M.

On the New-Haven Railroad, trains drawn by horses from Twenty-seventh-street, but by locomotives from Forty-second-street, move over this same route, going out, 7, 8, 9, 11:30 A. M., 12:15, 2:15, 3, 3:45, 4:30, 4:45, 5:30, 6:30, 7:15 and 8 P. M., while others come in at 8:30, 9:35, 9, 9:50, 9:30, and 11:35 A. M., and 12:30, 3:30, 5:05, 8:40, 9:30, 6, 10, 11:20 P. M.

This is an average of one train moving over the road between Forty-second-street and Harlem River every fourteen minutes during the whole twenty-four hours; but the interval between them, during the busiest portions of the day, is much less. During the five hours after 3 o'clock, A. M., there is a train every nine minutes, and between 3 and 7 o'clock in the afternoon they follow closely behind each other, as will be seen by the fact that trains leave on the several lines within a few minutes of each other and arrive with as little interval of time elapsing between them.

These facts have been stated for the purpose of showing the provocation which the citizens had who organized the opposition to the surface roads. If there had been no more than a dozen, or even two dozen, of these trains per day, the nuisance might, perhaps, have been endured; but there being ninety-two trains, inaction deserved the patience of the people. After a year of public opposition to the system still remaining in their present state, culminated in a mass-meeting, held in the East Side Association Hall, corner of Third-avenue and Eighty-sixth-street, which, although one of the largest public rooms in the City, was crowded beyond all precedent. Mr. CHAS. CRARY presided, and a large number of Vice-Presidents having been appointed, the chairman announced that the reform generally approved by the citizens and property-owners injured by these roads, was to sink the tracks some ten feet and arch them over. He said that the object of the meeting was to appoint a committee to wait upon Mr. VANDERBILT with a proposition that would be agreed upon by those interested, and such a proposition was found in the following resolutions, which were unanimously adopted:

Resolved, That in relation to the Fourth-avenue and its occupation by the railroads, the people demand that such improvements shall be made as will accomplish both objects, to wit: 1. Provision for the use of the portion of the avenue not actually occupied by the tracks of the railroads, and also of the portion forming a part of the cross-streets in the same manner as other streets and avenues are now used, and with 2. The absolute cessation of the present intolerable nuisance of steam-whistles and bell-ringing.

Resolved, That the general plan of a viaduct railway from Harlem River over the flats, and a sunken track arched and covered over, from the termination of the flats to Forty-second-street, including the sinking of the present depot and all premises in the neighborhood occupied by the Companies, and the moving of all trains by silent signals, and the giving to the Companies the exclusive possession of their whole roadway, is, in the opinion of this meeting, reasonable and practicable, and should be adopted.

The Committee appointed to confer with Mr. VANDERBILT was composed of Hon. Hooper C. Van Voorst, E. C. Korner, W. R. Beebe, Christian Schwarzer, R. M. Hedden, Thomas J. Crongton, D. H. Knapp, Cyrus Clark, Courtlandt Palmer, J. J. O'Donohue, T. S. Hopkins, J. M. Bovd, Dr. Adolph Kessler, Emil Sauer, Simon Goldberg, Wm. H. Rayner, John E. Morris, H. Richardson, Henry W. Sterman, Geo. W. Palmer, E. R. Brown, Wm. Dunning, Henry Clewson and others. At a subsequent meeting of the Committee Hooper C. Van Voorst, Wheeler H. Peckham, Charles Crary, John McCool, Wm. H. Coilwell, Benj. A. Wills, Wm. R. Martin, Adolph Kessler, J. O. Aston and Asher Barnett were appointed the Subcommittee to call upon Mr. VANDERBILT, and on the 12th of January proceeded to discharge that duty. The conference, which lasted some two hours, ended without any promise being made by Mr. VANDERBILT that he would accede to the wishes of the citizens, or in any degree meet their desire. The very full report of the interview, which was published in the TIMES on the succeeding day, showed that while Commodore VANDERBILT plainly evinced that the plan of the citizens would not be accepted, and that he would not have the Central depot and the City land any place, or would accept of any, he must that could be got out of him was, "There's no use jangling about it. The thing's got to be done pretty quick—this year. The cost of it is the question. When asked if the Company would accept a plan costing $5,000,000, he answered that the Company was not anxious to take any thing which would ruin it. Mr. VANDERBILT, as well as W. H. VANDERBILT, did, however, give some assurance of relief by showing a preference for an open cut instead of an arched roadway; but at this interview nothing decisive was accomplished. Mr. VANDERBILT in the end simply promised to submit a proposition to the Committee, and saying he would submit the plan to the consideration of the engineers of the road.

Another interview was had by the Committee with Mr. VANDERBILT on the 20th of January, when the plan (by that time [illegible]

[illegible] the talented civil engineer, [illegible] as the best solution of the problem. [illegible] Mr. VANDERBILT, [illegible] the Committee [illegible] the Commissioners [illegible] the Legislature [illegible] the Governor [illegible] the Mayor [illegible] the Common Council [illegible] the Board of Aldermen [illegible] the Board of Assistants [illegible] the Board of Supervisors [illegible] the Board of Trustees [illegible] the Board of Directors [illegible] the Board of Managers [illegible] the Board of Visitors [illegible] the Board of Governors [illegible] the Board of Regents